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THIS IS UNEVALUATED INFORMATION

1. In the middle of December 1951, the Steel Combine of Sztalinváros (Dunapentele) (N36) was not yet in operation. Because of difficulties in construction it is thought that operations at the Plant will not begin until 1954. Some of the factors which hinder the progress of the construction are as follows:

   a. The lack of skill and rapid turn-over in workers. Absenteeism, in spite of stringent control, increased greatly and amounted to 71,000 working days for a labor force less than 15,000, during the first half of 1951. The management nevertheless expects that the number of workers will be increased to 20,000 by the middle of 1952.

   b. The constant revisions of the construction plans by the supervising Russian engineers hinder the completion of the project. These revisions are due to the lack of a single coordinating authority in charge of construction and also to unexpected difficulties which develop during the erection of the Plant. Some of the unforeseen barriers encountered during the raising of the Combine are as follows:

      1) Loess type of soil which washes out very easily in case of flooding of a foundation. Such flooding could be caused by the nearby Danube or by broken water mains. To forestall dangerous flooding of the soil by broken water mains, these, including the already completed ones, are to be covered with cover pipes.

      2) The unfavorable soil condition is responsible for the employment of the Russian densification process under the supervision of Professor Abeleev (fnu). This soil treatment consists of placing explosives in a checkerboard fashion in holes 6-8 m. deep and with a diameter of 6 cm. These holes are filled with water up to 80 cm. from the top.

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The charges in this checkerboard area are exploded simultaneously, causing holes 35-40 cm. in diameter. These holes are then filled with gravel. The soil thus prepared is allegedly firm enough to support even the turbines of the power plant.

c. The harbor wall construction is not progressing satisfactorily. This project until recently was under the supervision of a Hungarian engineer named Egyed Serf. It is understood that Serf is now a subordinate of Korsunov (fnu), a Russian, who found Serf's plans unsatisfactory and has considerably altered them. The harbor walls are prefabricated in the shape of a ship's hull 10 km. north of Sztalinváros on the island of Tass. These concrete hulls then are floated down the Danube river to Sztalinváros, where they are filled with gravel. Many of these hulls were rejected because of faulty construction.

2. It is estimated that the Steel Combine of Sztalinváros will have consumed by 1954 the following material:

120,000,000 bricks
200,000 tons of cement
100,000 cu.m. of lumber
20,000 tons of lime
170,000 tons of crushed stones
30,000 tons of fine stone filler
35,000 tons of concrete steel
60,000 tons of construction steel
70,000 tons of fire brick
10,000 tons of rails
15,000 tons of miscellaneous pipes.

Not included in this list are supplies needed for the power plant and for the construction of the spur track leading into the area of the Combine.

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